

GALT TRAFFIC

EAA CHAPTER 932 at Galt Airport, "one zero charlie" visit us at: WWW.EAA932.ORG

JUNE 2006

"Those who would sacrifice liberty for security deserve neither." Benjamin Franklin



EAA 932'S SCOTT FEEMAN, PRIVATE PILOT

By Scott Feeman

"On April 19th 2006 I finally received my Private SEL. I had about 4 hours plus of (oral) and 1&1/2 hours of practical. The verbal went very well. I didn't sweat too much, and John had talked about himself a lot, so I wasn't as nervous as I could have been. The flight started with a short field TO from 09 that went very well."

"I had started south on our way to Champaign. Before I reached my first checkpoint (LITH) John had me divert to Poplar Grove. On a good visibility day I probably would have been OK with doing a diversion on the very bottom of the map. This was not one of those days, my visibility, because of haze, was at best (for somebody with good eyes) approximately 2- 3 miles, clear enough to make everything out. Oh! – did I mention that the DG precesses a good deal and it was so choppy; the magnetic compass was basically useless. Yes, by this time between flipping the map back and forth, trying to make some sense of where I really was, and figuring out time, distance, fuel burn, and keeping the plane straight and level, I was sweating like the guy from the first airplane movie when he was trying to land. (I could have used windshield wipers for my glasses.) By now I was sure that we were headed in the general direction, but not really sure where I was. I reached for the VOR, with John almost slapping my hand and telling me to only use pilotage. I slumped deeper into my sweat bath. At this point it was time to cheat – I saw a large town just ahead, so I dropped altitude and read "Marengo" on the water tower (which got) us on our way. (After) some well done maneuvers and 2 bad short field landings and one great soft, he told me to park 68E."

"Now he never said (This flight is over) at any time during our flight, but from the time we diverted, I thought I would be digging for another \$300.00. I secured the plane, and went upstairs for the bad news. To my surprise, he told me I passed. After losing about 15 pounds, smelling like a goat, dizzy with a headache from hunger – 20 years later, I finally have it!"

UPCOMING EVENTS

2006 CHAPTER DUES? If you haven't paid, please send a check for \$10 payable to EAA Chapter 932. Mail to: Dave Spitzbart, 250 Hoy Ave., Woodstock, IL 60098. **PLEASE INCLUDE YOUR EAA NATIONAL MEMBER NUMBER AND EXP. DATE.**

JUNE 10 (SAT) This month's meeting falls on **NATIONAL YOUNG EAGLES DAY**. We'll need pilots, ground crew and Young Eagles to fly. Please let us know of your availability. Contact either **Larry Schubert**, 815-337-1994, Schubert@cummingsgroup.com or **John Roach**, 815-444-7784, planejohn@aol.com.

JUNE 17 (SAT) VINTAGE AERO PICNIC The Chapter and the Airport will provide the Barbeque – bring a dish to pass. View and photograph the visiting aircraft. RSVP if you plan to attend: **John Roach** 815-444-7784 or planejohn@aol.com.

JUNE 23-25 (FRI-SUN) OSHKOSH WORK WEEKEND. Last chance this year to share the great experience of a "behind the scenes" look at EAA Oshkosh. Talk to anyone who has been on a work weekend and they will surely urge you to go. Contact **John Roach**, address above.

LIGHT SPORT HUNTING

By Bill Laskey



(This is the 2nd installment of Bill's article. Back issues of *Galt Traffic* can be viewed on our web site, www.eaa932.org – Ed.)

I had contacted the dealers for the Bravo, the Hansenaingroup, to find out the possibility of test flying the Bravo and they said they would have a plane available. A couple of months passed between the time I first contacted them but once the Cardinal was sold, I needed to get busy looking for another airplane to sooth my somewhat broken heart. I called again and they said they had a Bravo there and were expecting another one so to come ahead. I booked airline tickets, hotel and car reservations for a four day trip to the Atlanta area where they are located and emailed them that info. Hearing nothing for a few days, I called and mentioned my plans. The reply was: "Don't bother coming, we are in a contract dispute with Tecnam the manufacturer and we have no planes". Naturally, I was upset and when I told the gentleman that, again the reply was "I'm sorry". At any rate, I went about canceling the flight and reservations and had to pay a penalty of \$250.00.

I decided to contact the Flight Design people to see what the availability of their aircraft was. They have several dealers covering most of the country and I called the Ohio dealer and he arranged to get a plane for me by late June. The contrast between these two organizations is dramatic. With the Hansenaingroup, you get recorded phone messages and when you leave your message it may take a couple of days for a reply; emails the same way. With the Flight Design folks, there is always someone there and they give you the necessary information right away via phone, email or Fedex. And you know that if you purchase a plane from them it will be backed up by support. It seemed unlikely that kind of support would be available from the other group. My impression is that the Hansenaingroup is trying to do this on a shoestring and is poorly organized with poor intra and extra communication. To support that opinion I finally received an email that said they do have a plane after all and while there might be someone interested in it, check back with them after the first of the month to see if it is still available but because of the contract dispute they are not sure what is going to happen. Flight Design on the other hand is well funded, well organized with great communication. I have a picture of the color scheme of my plane and an ongoing discussion of instruments wanted and their placement.... Their website is www.flightdesignusa.com/dealer.asp.

Most of the LSA are a bit pricey, the CTSW especially so – there goes another chunk of my kid's inheritance but they don't mind or at least so they say. In my opinion from what I heard and saw at the Expo is that the Light Sport category will at first be populated by experienced pilots who for the reasons mentioned above will be transferring to Light Sport. I think it will take a while for it to catch on with those just coming into aviation to begin pilot training but interest seems to be building rapidly in that area also. My advice for those interested in transitioning to the Light Sport Category is to investigate thoroughly – and "Buyer Beware!"

As of this writing, Bill is still waiting for delivery. Stand by for the conclusion (or continuance) next month. – Ed.

CHAPTER CALENDAR

Join us for coffee at 9:30 prior to meetings!

JUN 10 EAA 932 MEETING 10 AM (nom. comm. for Sec/Tres)
YOUNG EAGLES 11 – 4 PM
JUN 17 EAA 932 FLY IN (nearby Chapters, antique/classic owners picnic on "Lake Galt" 11 to 3 PM)
JUN 23, 24, 25 OSHKOSH WORK WEEKEND
JUL 8 EAA 932 MEETING 10 AM (film)
JUL 24-30 AIRVENTURE 2006 Oshkosh, WI www.eaa.org
AUG 12, 13 FLYERS & TIRES
SEP 9 EAA 932 MEETING 10 AM **YOUNG EAGLES 11 – 4 PM**
SEP 30 FLY IN/DRIVE IN SAFETY SEMINAR 8:15 AM
OCT 14 EAA 932 MEETING 10 AM prep for **CHILIFEST 6 PM**
NOV 11 EAA 932 MEETING 10 AM (election of officers, film)
DEC 9 EAA 932 MEETING 10 AM (film)

PILOT ALERTS – EVENTS – FLY-INS

GO TO:

AOPA: www.aopa.org

EAA: www.eaa.org

FAA: www.faa.gov

EAA 932: www.eaa932.org

IL DOT: www.dot.state.il.us/aero/index.html

WI DOT: www.dot.wisconsin.gov/travel/air/genral.html

EAA 932 Meetings 2nd Saturdays @ 10 AM

Young Eagles Jun 10 & Sep 9 or by app. Contact any Chapter officer or director (box below)

Galt Traffic is the monthly newsletter of EAA Chapter 932 at Galt Airport (10C) Greenwood, IL 60097. *Articles may be reprinted if credit is given.*

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